Editorial

The 25 July 98 saw the end of an era when Alec Trussell MBE died. A number of ex-colleagues were at the Central Methodist Church in Letchworth on 3 August to say goodbye to a real character who had a tremendous impact on all those who worked with him. Alan Gillman and Louis Strazza have both written tributes to him in this edition.

When somebody as well known as Alec dies it seems inevitable that many people who knew him would not know of his passing and subsequently missed his funeral. I would like to think that it would be possible to set up a network of people in each area of the country who could inform each other of ex-colleagues whereabouts, health and ultimate passing. I have also contacted people in Personnel and Pensions in ICL to find out who should be informed.

Maybe the various reunion groups could appoint a person to pass on information to all the other groups.

Has anybody any other constructive ideas on how we can all keep up to date with each other?

Adrian Turner
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Reading
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ICL NEWS

ICL and Microsoft Strategic Alliance

On 26 May 1998 ICL and Microsoft announced a major partnership alliance to help both companies jointly develop a new breed of "consumer focused" IT systems which will simplify the way people live, work, learn and shop.

This strategic partnership is focused upon four "go to market" sectors: retail, government, education and enterprise infrastructure. Microsoft platforms will become the preferred choice within these sectors unless technical or customer requirements dictate otherwise. In return, ICL will become Microsoft's preferred services supplier.

Under an initial three-year agreement, ICL will undertake the largest commercial IT training programme in Europe, training and certifying 4,000 Microsoft Certified Systems Engineers (MCSE) and Microsoft Certified Solution Developers (MCSD).

ICL will also open seven `Solution Centres' to accelerate the development of technologies and ensure the smooth deployment of solutions based on Microsoft software platforms. The centres will be located at Bracknell, Belfast and Manchester (UK), Stockholm (Sweden), Katowice (Poland), Redmond,WA and Wake Forest, NC (USA).

This alliance is also expected to create over 1,000 new jobs in Europe over the next three years, of which about 600 are expected to be in the UK at ICL facilities in the Thames Valley and Manchester. The jobs will be mainly for systems engineers and software developers.

Under these terms of this alliance, ICL will become Microsoft's first strategic partner in Europe. The global agreement leverages our strength in providing IT systems and services to large `enterprises' (such as retail chains, local and central government, local education authorities and multi-national companies), and Microsoft's commanding position in supplying enterprise software upon which applications are based.

Primary Network Products

Until December 1996 Primary Network Products were the Networks Products Group in ICL when they were bought by Stordata plc a quoted company specialising in high performance storage systems who "aspired to add networking to their abilities". The terms of the purchase stipulated a "privileged supplier" relationship with ICL. This means they continue to trade networking products through ICL exactly as before, using ICL systems, essentially Café Vik and associated ordering and trading for our product range in conjunction with ICL System Services division.

Primary Network Products supply virtually any network product, holding top accreditation with many of the principal networking manufacturers. Their main suppliers are 3Com, Cisco, Bay Networks, Shiva, Mitel, Allied Telesyn, MultiTech Eicon & ECI Telecom.

ICL Good News

ICL wins train project

ICL has won a £25m 10 year contract to develop a new PC based Rail Journey Information Service (RIJS) for Britain's 25 train companies. In addition to train times, routes and fares the system will also supply availability of bus links, cycle facilities, disabled access, taxis and car parking drop-off points, as well as information on tram and ferry timetables. Up until now the Sema group has managed the train companies' terminals.

The systems will be installed in more than 1,00 ticket offices, railway stations and travel agents from next April, with the roll out due for completion in December 1999.

LIFE WITH BTM/ICT

The Way We Were

Continuing Frank Townsend's history
555/1200/1400/1301

In the punched card days, most government departments used Hollerith equipment. One of the customers was AERE Harwell. I first visited this site to install their first 555. One was aware of security as soon as you entered. Anyway the installation progressed satisfactorily, the machine having passed all it's tests. I then asked the customer, Jim Hailstone, if he would run some of their work. He fetched a pre-plugged plugboard and a pack of blank cards. These were put in the machine and it was started. Having finished the run, he examined the cards and said they appeared to be correct. Having, until then been used to commercial applications, I had expected that an answer was either correct or not but this was entirely different. The program was concerned with the behaviour of electrons in an atomic pile whereby they were dislodged from atoms in a random manner and would cause further electrons to be dislodged in a predictable random manner. The answer was not which electrons would be dislodged but how many hence the 'appeared correct' was a number in an acceptable range. On a later occasion, when a 555 was being troublesome at Harwell I was accompanied by Ray Baker, Frank Thurstance and Derek Allatson. This occasion necessitated working late, and with security in mind, we were joined by an Armed Guard. This chap had a large pistol in a holster. We jokingly asked him if he had ever used it and he told us that there had been problems with thieves. Apparently they got in with a lorry and had commenced to steal lead. I presume they did not know atomic theory, as in a place like Harwell if you see a wall of lead the chances are that there is radiation behind it so stay clear. When we visited Harwell, we often stayed at a guesthouse 'Timsbury Villa'. A charming and attractive lady ran this. The thing that stays in my mind is the dining arrangements. The dining room was long and quite narrow and in place of tables there was a long shelf along the wall. Spaced along this wall were a series of serving hatches. You had to sit at your place by the shelf in the dining room. Suddenly a serving hatch would open in front of you and a plate of food would appear and the hatch closed. When you had finished your course, the dirty plate would be retrieved and replaced with the next course. This procedure, when considered, was quite logical as the lady lived alone and had no help in catering although the first encounter could be daunting.

In 1958 I was assigned to represent FEHQ on the 1400 (known as Atlanta) being developed at Stevenage. This was a Second Generation Computer, but still using valve technology. This monster of a machine contained some 5,000 valves, was Water Cooled and used a 400-cycle power system. The result was a rotary converter to handle the power and a cooling tower to handle the cooling. Unfortunately the project never reached the production stage as the technology was overtaken by transistor based machines. I remember that the register display on the console was in the form of a dot matrix and I believe mercury delay lines were used as an Immediate Access Store. At the demise of the project the prototype was virtually given to Birkbeck College.

In the autumn of 1958 I was sent, accompanied by an engineer from India, to Castlereagh, Northern Ireland and this was my introduction to Union Power. We were to check a 555 and then install it at Rolls Royce, Glasgow. At this time, Castlereagh was building the 555s and was being considered for building the 1202. The first thing that struck me, on reaching the factory, was the Police Barracks situated next door and permanently guarded by at least two policemen fully armed with sub-machine guns. Not what one was used to in Letchworth

Anyway we were conducted to the assembly area and saw our machine surrounded by test engineers and a Cossor Oscilloscope. During the course of the day some problem occurred which was being monitored on the oscilloscope. As the trace was fuzzy I reached to adjust the focus control. At this point a shop steward told me not to touch it, as it was a particular man's job to adjust it. As I was not a member of the correct union if I continued there could be dire consequences. The demarcation lines present in the factory astounded me compared with the easygoing attitude in Letchworth.

It was also at this time that I learnt that there was a 1202 that had been shipped in as an example on which to base a possible production run there. There had been problems in agreeing the production with the unions and the company had decided to return the 1202 to England. The unions would not allow this and the machine was blacked in an impasse. When we returned the next morning, we were told that the 1202 had been removed in the dead of night and spirited back

In due course the 555 was delivered to Rolls Royce and we went there. The one thing that stands out in my memory was the fog. Whilst installing the machine, we decided to go to the cinema one evening. It was so foggy that we could only just find the cinema. Anyway we went in and took our seats. Then we began to notice that the fog was invading the cinema. As the film progressed so the fog increased. Eventually it became so difficult to see the screen that the audience was ushered out and the admission refunded. My companion was astounded at all of this as he had never seen anything like it in India.

In the spring of 1959 I had my first taste on European Exhibitions. The venue was The Milan Fair and the machines exhibited were 555, 902 and some keypunches. There were also some Powers 40 column machines. There were four of us who travelled from the UK. On the engineering side were Bill Penifold and myself, and there were two sales representatives.

As ICT had only recently been formed, there was no ICT office in Italy. Power Samas had been operating in the country, but through an agent 'Lagomarsino' who also carried other office machine product lines such as Typewriters. Bill and I were informed that the allowances for the exhibition were £8 per day and as we would be away for at least 30 days we were given travellers cheques for £240. This was a princely sum as the UK daily allowance was only a fraction of this. Anyway Bill and I flew out on 3rd April full of the joys of spring, to be followed by the machines on another flight. The local Powers Engineer Mr

Maxwell met us at the airport (Malpensa). At this point we became aware of the different attitude prevailing and the apparent autonomous position held by Maxwell who was known as Engineerie Maxwell. We booked into a pension and were taken for a tour of the city by Maxwell in his Hillman Convertible complete with white walled tyres. The installation of the machines being complete we had a lot of time available and loaded with money, so we made the most of it. With an exchange rate of 1,730 lire to the pound the denomination of the notes we carried was astronomical, like monopoly money. We went on a shopping spree buying all sorts of gifts. We ate in the most expensive restaurants in Galerria Emmanual, went to the opera and even went on a day trip by train to Lake Como. Visiting dignitaries from England were wined and dined with no expense spared.

Eventually the exhibition finished and the machines were packed up and taken to the airport. We accompanied them to supervise loading. The aircraft being used was an Avro York with all the seats removed. The crew of two was reminiscent of wartime days and there were empty Chianti Bottles rolling around the cockpit all very informal. Eventually the York managed, with a struggle, to take off and we followed, more comfortably, on a scheduled Trident.

When we reported back to Luton, we filled in overseas expense forms with the simple statement 30 days at £8 = £240. At the time the expense system for the UK was a fixed amount for each day so we assumed the same applied on overseas trips. This was when the fun started. George Webb told us then that the daily allowance was not a fixed amount, but the money given to us was in a form of a float and every bit accounted for so there must be some left over. We then went and concocted an expense claim to justify our expenses. The items put down were really varied, as an under statement, and accompanied by dubious receipts. George Webb admonished us with a vengeance and told us that but for his intervention we would probably be out of a job. The one thing about George Webb was that he would stand by his staff even if it meant sticking his neck out. Anyway we learnt our lesson.

In the latter part of the 1950's, BTM had embarked on creating a second generation of computers. This was initially collaboration between BTM and GEC and started by forming CDL (Computer Developments Ltd.). One of the designs was for a machine known as the P3 (destined to become the 1300 series). In the summer of 1959 George Webb assigned Peter Bradley and myself as the vanguard to learn and represent FEHQ in the design of the machine. We went to CDL at Kenton, and were met by Dave Lush accompanied by a quite young girl named Steve Shirley. Steve Shirley went on to found F-International at a later date, but that is another story. The machine we saw could only be described as a gigantic Breadboard, but we were shown various parts working and instructed in the principals of the machine. We came away armed with notes on the machine and duly impressed with what was to become our baby for a number of years. Peter and I then returned to our respective projects and a year passed before we became really involved in the P3.

In the summer of 1960 Peter and I were assigned to join the group of engineers developing the 1301 at the GEC Telephone Works in Coventry. We arrived and booked into a Hotel and joined the development team led by Bob Saunders. After two weeks, as it appeared that the project would take a long time, George Webb told us we must find cheaper accommodation. We looked in the Coventry Paper and saw an advertisement for two rooms for respectable gentlemen. We rang the advertiser and arranged to view the rooms. A widow owned the house and her daughter was present for the vetting, as her mother had never had 'lodgers' before. All was acceptable, so we moved in the following week. The first week we lived like lords with steaks etc. at every meal. On the second week, as the widow realised that she was not making a profit, the calibre of food diminished. By the third week it had sunk to something like horsemeat!

At this time the development team had gone onto shift work of days and evenings. As the widow refused to keep our rooms open unless we paid the full price and George Webb had reminded us that long stays were outside the scope of the normal company expense scale, we decided to travel to Coventry on a daily basis. Up to now we had been using a Hillman Husky from FEHQ, but this was allocated to Peter and I was allocated the Morris Minor Shooting Brake 221MMM. I still have all the log books for this vehicle and reading the names of all that had driven it is a who's who of nearly everyone at FEHQ. Looking at the first entry when the vehicle was delivered on 29/7/57 I see that Don Bargery went to Coventry. This vehicle was to remain with me until October 1961 when it was replaced having consumed umpteen speedometers and two engines in it's life.

The shift work was to last six months with the daily journey to Coventry. Driving the same route day after day can become tedious and I remember devising my own cruise control. This consisted of a piece of string from the accelerator, round the parcel shelf and hooked onto a nut securing the steering column. You might think this was a bit dangerous, but travelling down a deserted M1 at two in the morning there was no need to vary the constant speed.

At the beginning of 1961 the prototype was finished and delivered to Putney. In those days there was only one ICT building there, which eventually became Bridge House North. Where Bridge House South now stands was a second hand car auction, whilst across the river stood a 15 story building with THORN (**Hotpoint** ed!) in large letters on it's side. This building is now ICL House. (**Was until 13 March 1998 when ICL moved out to Slough and Finsbury Square** ed)

False flooring was installed along with Air Conditioning. In those days a lot of preparatory work was necessary before a machine was delivered and a section was set up at FEHQ purely to advise and assist customer as to machine environment. The 1301 was duly commissioned and became the centre point of ICT Computer Demonstrations. One thing that sticks in my mind about the Putney time was a young programmer named Colin Southgate. He drove a small sport's car, was often late and was courting Sally Mead. Eventually he was to become the Chairman of EMI,*(and Director of the Royal Opera ed)*so there is a future for some in programming.

Frank Townsend Pinged Burry Port S. Wales
To be continued

LIFE AFTER ICL

Cyprus Holiday

As a result of the story published in B&B No 6 I thought it might be a good idea to meet the Bits & Bytes Middle East Correspondent, as I was on holiday in Pafos (or Paphos as it used to be spelled) from the 1 to 15 July.

Ringing the telephone number given in B&B caused a "Reunion Meeting" to be convened at short notice in a local restaurant. We had never met during our service in ICT/ICL which is surprising as almost every name either of us mentioned the other knew. Mike wishes to be remembered to all those who know him, especially to John Webb who he worked for over a number of years.

My wife and I were then invited to spend a day at "Bankside" the house that the Banks had built in a village called Armou above Pafos. In temperatures over 40C it seems to me that it is impossible to live in Cyprus without a swimming pool or without an air conditioned car. The Banks have both.

In the evening we were taken to a village further up in the hills called Fiti where we met with a group of ex-pats for a traditional Greek-Cypriot meal. The meal, with 18 Brits at the table, reminded me of the British Raj, which was reinforced a few days later when we went to a concert given in the local Roman amphitheatre by the British Army Normandy Band where they played "Sunset" and the National Anthem. Two days later we attended a concert in the same location given by a Russian Balalaika Orchestra. Despite what we had witnessed earlier in the week the world **has** changed!

Adrian Turner Goring-on-Thames

Mystic Clem Gallup

One of the best aspects of producing this newsletter is that I am contacted by people who I haven't seen for years. On the 8 April 98 I had a phone call from Clem Gallup, and we had a wonderful conversation recalling machines and people from 30 years ago. The 1200 HEC and RCA301/1500 and Coco! Anyway as a result he sent me a copy of **Electronics Weekly 25 September 1968** *to which he had contributed an article entitled* **"Data Communication - possible for the whole spectrum of industry".** *It is too long an article to repeat here but this excerpt is apocryphal. Ed.*

In the future it is expected that a complex of data communication networks will be established in Britain. These networks, some of which are already in the advanced planning stage, will enable many classes of remote terminal users to access powerful computers capable of handling almost every conceivable aspect of computer processing.

The organisation of these data networks requires more sophisticated equipment than that already discussed. Available now are 256 channel multiplexers, which consist of an intermediate processor plus scanners to provide the means of line control, supervision of remote peripherals etc, enabling the "driving power" necessary for large networks to be off loaded from the parent processor allowing this to be used more efficiently. This type of system needs, and has, extensive software control.

It is therefore feasible that in the future there will be a giant land data transmission network or a complex of microwave links established for the data processing needs of Britain. Already single data links have been established with other countries around the world , and it is further possible that eventually there will be a world-wide data communications network established. *(The Internet! Ed)*

Competition

BITLET

Keith Crook originated this regular competition for which he will donate a prize to the winner - a £5 book token.

In case you missed it last time here are the rules.

A Bitlet is like a Bullet which some of you may remember from the extinct John Bull magazine. In a Bullet you have to complete a simple phrase in a pithy, succinct, original and preferably humorous way. For example "Turkish bath" was won by adding -"so do English".

The first Bitlet in B&B No 6 was **"Fly United"**. The replies fell broadly into two camps. One involved doing something unsavoury on board an aircraft, typically "Fly United, land in the club" (John Williamson); the other to do with the fly as part of the trousers, typically "Fly United and Zipped "(Vic Hopkins). The football line eg "Fly United 1 Spider United 22" was missed. Thanks to all those who took part. The winner was **Bill Armstrong** from Sandbach with the excellent line **"Fly United - by micro surgery"**.

This edition's Bitlet is **"French Dressing"**. Send your solution to the editor, whose address is in the editorial, by the end of December.

LETTERS

Contributors are asked to give a telephone number on which they can be contacted.

VIRTUAL MEMORY

I was reading recently of a study that found that on average, women of 65 who drink up to 4 glasses of alcohol a day have the better memories. Whether this means better than men on similar intake or better than women on 12 glasses it didn't say. It all seemed a bit un-scientific so I decided to have a few pints and think about it. By the time I'd got home from the pub I'd forgotten the whole thing. That evening on TV an item on drinking and driving reminded me I'd read something interesting in the paper, but I hadn't the foggiest what it was!

Whilst computer memories are doubling in power every two years my memory seems to be shrinking by a similar factor! I say seems to, as I don't know how much I've forgotten till I try to perform a read-out operation as it were. Perhaps my memory is of the type that has to be refreshed periodically before decay sets in ! Most of my generation can recall facts written to memory in their youth. Without regarding it as unusual I can quote my Army number, Wedding Date, telephone numbers of long gone customers even my Grans Co-op number!

Conversely, or perversely, when it comes to where we went on holiday last year or my Grandchildren's birthdays "Forget it " which is what I often do!

Is it a case of " If you don't use it, you lose it "? I do try to retain my thinking power. Adding to my vocabulary interests me, my problem is keeping the vocabulary I've got! "The Guardian" has an ostentatious habit of using words like 'exiguous', for example. I know I've seen it before, looked it up, understood it and forgotten it, probably because it doesn't feature in our conversation very much, yet an equally arcane word like 'uxorious' I came across and remembered its meaning.

Mnemonics are supposed to be an aid to memory. Recently I came across a beauty involving a bizarre plot involving a Mars bar and Disney's 'Pluto', to help one remember the positions of the planets. I digested it, yet after a night's sleep couldn't recall the tale and had trouble even naming the planets. On a course in 1956 I was taught a mnemonic just as silly, which to this day I can recite, revealing the colour code of resistors and I haven't used that in 20 years! Why these arbitrary flashes of one's power over memory?

On the rare occasions I'm dragged shopping, we split at Tesco's, to meet later at the car. B&Q takes a while as I've forgotten my list, by the time I've remembered where the car is parked (not that I know it's registration number for sure) I'm looking around for my wife but I haven't the slightest notion what she is wearing! Is this unusual?

At Quiz Nights I drag up facts I didn't know I knew. Facts I'm not particularly interested in. Why did I need to store the fact that Germany invaded Russia on Sun. 22nd June 1941? I don't have to check it ! (I did though!) or Adams was the 2nd US President. But trivia I've learned in the last decade is more ephemeral. A quiz question I got wrong a few months ago and make a mental note to remember, I still get wrong if it pops up again!

Watching an old film recently I recognised a minor actor. To the irritation of my wife I disturbed her concentration with " What's his name? He was in that TV series years ago. Played a chap called Paladin. Wore black. 'Have Gun will Travel' it was called!" No response. "He also did a drama series with a regular cast, Lloyd Boechner and Laura Devon were always in them?" I knew all this rubbish, but couldn't remember the star! Two nights later, about 3am, I am in the toilet, thinking about nothing but the job in hand, as it were, "Richard Boone!" I exclaimed. My wife wasn't that interested. Not that I'd recalled it, some sense wires connected and out came 'Richard Boone', who I don't even like!

Sometimes when I'm chatting to a friend, it only needs a slight distraction, like him trying to get a word in and I totally forget the point I was making. The fact that when I enquire of him" What was I saying?" and he doesn't know either, suggests either we're both getting senile or I'd lost his interest!

Is it inevitable that most of us will get this way, forgetting we ever worried about forgetting things? Living a cosy present, leaving others to find our glasses, pull the chain, remember birthdays, whilst we sit there contentedly recalling the old days when only good times occurred and it never rained. I think I'll go down the pub before I forget where it is!
Dennis Goodwin Romford Essex

Crowther-Watson

Reading Bits & Bytes brings back many a memory of when I was at FEHQ Luton, especially articles by my ex-colleagues Frank Townsend and Peter Porter.

I can confirm Peter's recollection of Mike Crowther-Watson wearing the tweed jacket with elbow patches and cavalry twill trousers. In fact I'm sure that it was the only outfit Mike had, because on one occasion when he wanted his jacket cleaned, he left it at the cleaners and walked around in his shirtsleeves until he collected his jacket. I have often wondered what would have happened if he had wanted his cavalry twill trousers cleaned!

Mike's company car, a Morris Minor Traveller, was a great boon to him. (We were all jealous as he was the only engineer with a company car.) He frequented Esso Fawley quite a lot and Mike used to call on farmers en route leaving a beehive complete with bees and then collected them on his way back. Whether Mike owned the hives I'm not sure, but it was a thriving business and quite lucrative.
Ray Baker Randberg South Africa

Thank You Bill Williams

May I though Bits & Bytes say thank you to Bill Williams. When I approached my 65th birthday I found that I was number 26 in the "SERPs Saga".

I was getting very frustrated with the inaction of my local Benefits Agency office who kept blaming the problem on the computer!

I spoke to Bill and he gave me the name and telephone number of a member of the Benefits Agency support group. I rang him and he advised me what to say to the people in the local office. I rang them and told them that I had spoken to their support group and at the same time dropped some other names that Bill had given me.

Within 3 days my SERPs had been corrected giving me the pension that I expected.

Once again a "Thank you" to Bill and Bits & Bytes.
Ian Macfarlane Prestwich Lancs

REUNIONS

West Gorton Reunion

Almost 80 ex-Ferranti pensioners attended a reunion at West Gorton on 22nd April 1998 where we enjoyed some splendid hospitality provide by ICL. I hadn't seen some of the attendees for almost 20 years so it was a pleasurable experience renewing old acquaintances and reviving memories of the 1960/70s and the commissioning / installation of those almost forgotten machines, "Orion", "Atlas", "Pegasus" etc.

Tours of the site were arranged and greatly appreciated by all concerned. Most of the site is, of course, new. Very little of the original remains as I remember it. That's as it should be, I suppose, but the faces of the "lads" seemed to be exactly as I remember them. In fact I asked one what he was taking, as I would dearly like a bottle of it myself! A truly splendid afternoon was had by all.

Many thanks to ICL West Gorton for staging the event and to the staff who showed us round. Let's hope it can be repeated in the future.
Eric W Watts, 228, Oldham Road, Lydgate, Saddleworth, OL4 4DN.   01457 875080

Punched Card Reunion Group

Eighty people attended the meeting in STE04 on 6 Oct 98. Dickie Bird gave a wonderful talk on the early days of the HEC/1200 series, Arthur Humphrys gave us a flavour of the top people involved in the past 50 years of the company and John Bennett gave a virtuosi performance on his bells! (Only one clanger was dropped.) After a buffet lunch Phil Walker spoke about the *new* ONE ICL. Many of those present couldn't resist referring to wheels!

It was suggested that maybe this get together should be every year rather than bi-annually. If somebody can come up with a speaker or topic of interest I might consider it for 1999!

Adrian Turner *01491 872012*

ICL Central London Group

The next get together will be on the 20 January 1999 at the usual venue - The Fox at Epworth/Paul Street, from 12 noon.

John Doo *01245 259862*

STE04 Office and Retail Systems
Derek Tourell 0181 386 9465

Watford-Harrow- Feltham Group
Derek Tourell 0181 386 9465

Copthall House Newcastle Staffs
Bob Green 01782 657763

Letchworth Group
Dennis Evans *01462 811273*

West Branch Engineers
Eric Reynolds *01452 712047*

East Grinstead 81 Club
Bert Gill *01903 763370*

West Kent Engineers
Ron Harding 01732 *761076*

East Midlands UB40s
Brian Skeldon *0115 9727835*

Oxford Region
Albert Brook *01235 531267*

The Walthamstow Mob
Derek Windsor *01992 522761*

Tin Hut Reunion Group
Olaf Chedzoy *01278 741 269*

Kent 1301s

It isn't only humans who survive

Down at a farm in Kent(which incidentally was used as a backdrop for many of the outdoor scenes in *"The Darling Buds of May"),* there currently live two ICT 1301s. One is more or less assembled, in the familiar H-shape, with the units of the other filling in all the spaces. Each has a complete configuration of card punch, card reader, console, line printer, CPU, drums and core store, and each has five Ampex TM4 tape drives. There are also lots of spares, pretty complete collections of drawings, a lot of manuals, and probably one of the largest surviving stocks of blank punch cards anywhere in the UK.

The assembled machine is serial number 75, known as "Arthur", which was the spare machine operated alongside "Samantha" by the Liverpool Victoria Friendly Society. At some stage the CPU was modified to give it the option of performing hexadecimal operations rather than the fixed radix £.s. d. arithmetic that was built into it.

The other is serial number 6, otherwise "Flossie", built to prototype spec and believed to be the first one actually to leave the factory. It (should it be 'she'?) is believed to be complete apart from the name plate,

which at some stage was removed as a souvenir, and a toothed belt for the card reader. The present owner says that he has had every unit of "Flossie" operating at some time, but not all at once.

Before they moved to their present home, they belonged to a group of enthusiasts in Surbiton, who called themselves Galdor Computing. They were written up in *Computing* as long ago as 1975.

There is a proposal from the Computer Conservation Society to take one of these machines, transfer it to the Bletchley Park Museum, and use it as the centrepiece of a proposed display showing "a typical 1960s computer room". Hopefully enough enthusiasts will then be able to combine to work on it to get it back into working order.

If you are interested, and if you haven't already got your name on the list, please contact **Hamish Carmichael ,** the Secretary of the CCS , **63 Collingwood Avenue, Tolworth, Surbiton, Surrey. KT5 9PU   0181 337 3176**

Obituaries

Alec Trussell MBE Remembered

1967 - The start

I first met Alec Trussell when I joined ICT at the Equipment Group Headquarters in Stevenage in the Spring of 1967. He was the Quality Manager for the whole of the Group and was to take up the role of Chief Engineer to the Customer Engineering Service Organisation (CESO). His responsibilities for the Quality Control functions within the plants were being transferred to the plant management and my job was to take over from him as the manager of Equipment Group Quality Assurance.

Tom Griffin, Director of CESO, was pressing for Alec to join him quickly, and I was new to the business, so I had to learn fast! Alec proved a first class mentor to me.

I soon discovered Alec was widely held in great respect for his integrity, technical expertise and management skill. He was the ideal leader of the hardware quality function. At a personal level, I experienced Alec's kindness and patience at first hand when he quickly explained "how it all worked", and put me in the picture.

After just a few weeks he left for CESO HQ at Letchworth. The welcoming and effective introduction he had given me stood me in good stead as I got on with my new job.

Later on

As Equipment Group QA manager I maintained contact with Alec on various matters involving customer engineering - he would arrange CESO input to and assistance with our Product Approval Tests and would provide CESO's comments on the results achieved. We could always depend on getting honest and sensible views from Alec; they were always beneficial even if they were sometimes painful to us!

Later on I assumed responsibility for the development of electro-mechanical peripherals and for a number of design support services and as a result had more extensive and deeper contact with CESO through Alec. We sought to address reliability, maintainability and servicing issues as early as possible in the design process. Again, Alec's

collaborative spirit, expertise, integrity and his sheer engineering common-sense were invaluable.

1972 and beyond

In 1972 the ICL manufacturing, customer engineering and spares functions were combined in a new organisation called Worldwide Manufacturing & Maintenance Group (WMMG). As one result I joined CED as it was called then, as Manager New Products Engineering (NPE) and Alec Trussell was my boss. I continued to work for him for some ten years, through various organisational changes. See Bits & Bytes No3 dated autumn 1996 for the NPE story.

I found Alec to be an inspiring and supportive manager who repaid trust with trust. He worked harder than most others, he knew his job from A to Z but he could and did master the many significant challenging changes - technical, organisational, managerial, business and "political" - which came his way in a fast and furious fashion as time went on.

He had great powers of concentration and retention and he always knew the right questions to ask to test any report or proposal. As mentioned before, his integrity was of the highest order - what was right for the job always came first with him and he dealt patiently and fairly with his people even under trying and difficult circumstances. He worked long, hard and effectively, with incredible energy and great diligence. In times of great organisational change he did all he could to ensure that proven people displaced by downsizing were treated with respect; perhaps unknown to them, he helped many achieve satisfactory re-deployment.

He was resilient too. In the late seventies and early eighties I sometime deputised for him while he was on leave and occasionally, by coincidence, major organisational/downsizing changes (by then quite prevalent) occurred while he was away. Immediate action was required. With the help and advice of my colleagues I would do what was necessary and then prepare a personal report for Alec, ready for his return. He invariably studied and absorbed what had happened and why, then without delay, asked pertinent questions. He then got on with making things work in the best possible way - without wasting time on recriminations and the like. A doughty leader to work for!

Alec Trussell was deservedly a legend in his own time and I count myself lucky to have had the privilege of working with such a remarkable man so closely and for so long.

Louis Strazza Welwyn Herts

Those of us who had the privilege of knowing and working with Alec Trussell will be saddened to hear of his death on the 25 July 1998.

In my view Alec was in many ways the GIANT in the history of the development of ICL Service Delivery to its customers round the world, as the organisation changed, so did its name, to better reflect its objective, from CESO to CED-CEWS to CS.

Tom Griffin had the vision to bring Alec into CED as Chief Engineer shortly after he himself took over the organisation as its first director in the late 60s.

Alec's impact was immediate; with his physical presence, his leadership qualities, dedication and above all his sense of purpose and direction he gave to those of us in the HQ function at that time.

When Alec joined us his office was in the corner of the upper floor of our HQ building in 1/2 factory Letchworth. The standing joke, but true, was that Alec did not need the internal telephone system, as his incredible, penetrating, booming voice could reach any one of us in the building. The only person who could match Alec's volume was John Cusdin and a heated debate between the two was a truly awesome event!

When Alec arrived on the scene, despite the best efforts of the senior people in CED, the products that we were given by the ICL designers, both hardware and software took little account of the need for maintainability. Their priority was cost of production. ICL products put tremendous pressures on our front line and HQ people. In many instances the customers and ICL sales personnel were dissatisfied with what they perceived as CED failures.

Alec immediately galvanised his HQ staff in addressing the root cause of the problem; namely our failure to convince our design and manufacturing colleagues of the benefits to the company if they listened to those people who had to install and maintain the products and live with the customers who bought them.

A revitalised HQ organisation was put in place, (which on a personal note I am proud to say I was part, as a direct report to Alec) with the prime objective of ensuring CED requirements were accepted for all new products. New product introduction and field interfaces were formalised and improved.

Under Alec's dynamic leadership CED's voice was heard and the approach to product introduction, from diagnostics, spares and documentation, started to pay dividends in the market place.

For the first time in the history of the company CED became an active partner in the development of products and review of performance. It became the driving force of ICL. This achievement was entirely due to Alec's leadership and dedication.

This leadership was recognised in the best possible way when in the mid 70s Alec was awarded the honour of the MBE with the citation "FOR SERVICES TO THE BRITISH COMPUTER INDUSTRY"

Looking back, with the attention and hype given now to BSI 5750/ ISO9000, I realise how much Alec was ahead of his time in the approach he took to quality and the need for processes and procedures.

As well as the company, all of us who knew and worked with Alec benefited personally from the experience. The best possible illustration of this is the letter I received from Louis Strazza in response to my request to him for help in putting together this tribute. Louis's last paragraph says it all. I can only add

Thank you Alec for being the man of integrity you were, we will always remember you.

Alan Gillman Royston

ICL/Nortel Fund

Taken from the spring and summer1998 editions of the Northern Telecom "Diary".

Birmingh'm	**Barton**	Ralph	24/12/97	68
	Cluitt	Kenneth W	29/01/98	80
Croydon	**Hemsley**	Charles T	21/02/98	80
	Lillis	Elizabeth F	26/01/98	96
	Mitchell	Albert A	05/03/98	78
Dukinfield	**Colbridge**	William H	23/04/98	76

Location	Surname	Forename	Date	Age
	Winter-botham	Sydney	22/01/98	78
Harrow	Trulove	George	15/12/97	71
Kidsgrove	Copeland	Cedric D	13/11/97	68
	Leese	Bernard	03/01/98	66
	Lowe	Harold	22/01/98	80
	Malkin	Roy	23/02/98	70
	Malkin	Samuel	06/03/98	83
	Pettit	Frederick	22/04/98	77
	Own	James	24/01/98	69
	White	Charles	29/12/97	69
Letchworth	Balaam	Denis A	30/10/97	59
	Brown	Beryl	03/03/98	76
	Cheshire	Thomas	19/01/98	92
	Clarke	Reginald	03/02/98	66
	Cox	Michael J	22/03/98	60
	Gray	Marshall H	13/03/98	60
	Howard	Mary	05/11/97	90
	Loftman	Gerald S	08/09/97	78
	Nicols	John A	24/10/97	82
	Parsell	Ernest	24/09/97	72
	Payne	Robert E	29/03/98	77
	Profit	Frederick	23/01/98	73
	Rosser-Davies	Jane E	23/02/98	80
	Simpson	Francis C	21/09/97	86
	Talbot	Hilda	08/12/97	72
	Tuson	Edward	29/11/97	68
London	Gilchrist	Edith R	16/09/97	57
	Murphy	Peter W	28/01/98	75
	Reverley	Leonard	29/11/97	70
	Rolfe	Henry W	05/12/97	72
Manchester	Davidson	Donald	01/12/97	70
	Hayhurst	Beatrice I	05/11/97	83
	Kennedy	Gwen	05/04/98	77
	Mill	Marshall	20/10/98	83
	Podham	Stanley	18/12/98	70
	Webster	Richard	30/01/98	71
Newcastle	Lambert	Margaret E	10/01/98	68
	Scott	Frederick	28/02/98	79
Nottingham	Barber	Edna	23/12/97	64
Putney	Holbrook	Philip T	11/02/98	77
	Jeffels	Arnold	09/10/97	78
	Lambert	Thomas G	11/11/97	80
	Wilding	Josephine	06/11/97	87
Slough	Brown	Eric	02/01/98	68
	Pinkerton	John M	22/12/97	78
	Poynter	Betty E	11/10/97	72
Stevenage	Bailey	Charles R	04/11/07	85
	Claxton	Sydney	14/09/97	82
	Manley	Herb	13/03/98	72
	Potter	Lillian M	03/02/98	69
W. Gorton	Hughes	Mary E	09/09/97	87
	Nightingale	Lilian	21/11/97	84
	Wood	Harry	24/01/98	83
Winsford	Ford	Thomas	30/08/97	79
	Williams	Maurice	03/03/98	64
Other ICL Locations				
	Bloomfield	Jack	27/10/97	68
	Fulford	Alice J	06/12/98	68
	Jones	Paul B	06/10/97	
	John	A D	24/10/97	83
LON15	Powell	D M	17/06/98	64
LON34	Giles	Ronald J	11/07/98	67
MAN05	Ashforth	Harold N	27/06/98	71
	Byrne	Geoffrey	20/09/98	64
	Wishart	Doreen W	21/04/98	62
MAN12	Beaumont	Geoffrey	03/07/98	60
NEW05	Holliday	John W P	09/05/98	64
STE04	Crook	Peggy M	24/08/98	66
STE14	Slaney	Irene A	04/08/98	62

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Code	Surname	Forename	Date	Age
BSN01	Gerry	Sue	05/07/98	48
FEL01	Sida	Geoffrey J	28/04/98	56
KID02	Gordon	Terence S	25/04/98	63
LET01	Baxter	Barbara A	01/07/98	61

ICL Employee Offers

AA Membership
0990 444444 Mon. to Fri. 09:00 to 17:00

Personal Computers
PC Interworks Ltd 01782 777477

Leisure Travel Services
Portman Travel. 0181 543 4433 09:00 to 17:30 Mon. to Fri.

Age Concern Aid-Call Service
The Age Concern Aid-Call Emergency Response Service enables older people to continue living independently at home, secure in the knowledge that in the event of an emergency help is only moments away. The service consists of a light, discreet button that transmits a signal to a base unit connected to an ordinary telephone line. One press of the button puts you in contact with the 24 hour Response Centre. The operators will ensure that help arrives as soon as possible by telephoning local contacts you have chosen.

There are two ways of paying for this service, either a Membership fee of £200 with an ongoing **annual** subscription of £60, or a Membership fee of £75 with an ongoing **quarterly** subscription of £26.

The Membership fee is a one off payment.

For further details ring **0800 77 22 66** or write to Age Concern Aid-Call, FREEPOST, Linhay House, Ashburton, Devon, TQ13 7BR quoting ICL.

PENSIONER REPS

Jack Kane 21, Hazlebank Close, Liphook, Hants. GU30 7BZ **01428 725169**
Bill Williams 98, Heddington Grove, Islington, London N7 9SZ **0171 607 9408**

NEXT ISSUE

Copy for the Spring 99 issue must be submitted by 1 March 1999